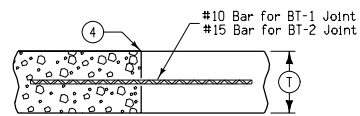


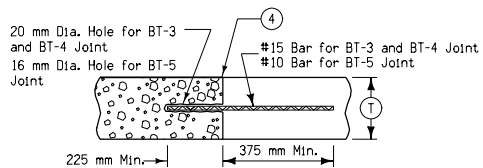
**'B'**  
PLAIN JOINT  
For Abutting Pavement Slabs



ABUTTING PAVEMENT JOINT - RIGID TIE

Where T is Less Than 200 mm  
See Note ⑤ 'BT-1'  
900 mm Long at 600 mm Centers

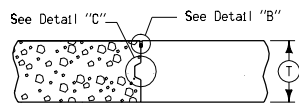
Where T is 200 mm or more  
'BT-2'  
900 mm Long at 750 mm Centers



ABUTTING PAVEMENT JOINT - RIGID TIE

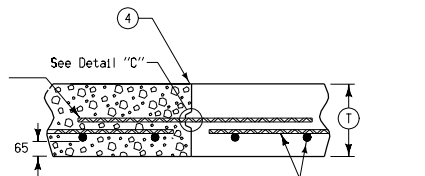
Where T is 200 mm or more  
'BT-3'  
600 mm Long at 750 mm Centers  
'BT-4'  
600 mm Long at 375 mm Centers

Where T is Less Than 200 mm  
'BT-5'  
600 mm Long at 600 mm Centers

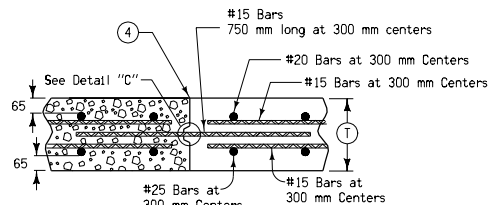


**'K'**  
KEYED JOINT FOR ADJACENT SLABS  
Where T is 200 mm or more

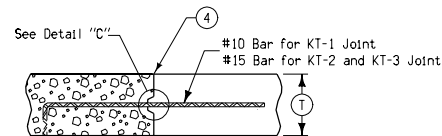
#15 Bars  
750 mm long at  
300 mm centers



**'KS-1'**  
Joint for Single  
Reinforced Pavement  
(Bridge Approach)



**'KS-2'**  
Joint for Double  
Reinforced Pavement  
(Bridge Approach)



ABUTTING PAVEMENT JOINT - KEYWAY TIE

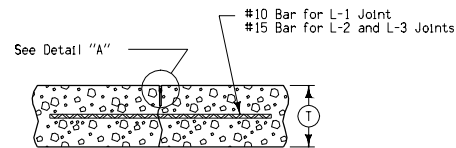
Where T is Less Than 200 mm  
See Notes ① ⑤ 'KT-1'  
750 mm Long at 600 mm Centers

Where T is 200 mm or more  
See Notes ① ⑤ 'KT-2'  
750 mm Long at 750 mm Centers

See Notes ① ⑤ 'KT-3'  
750 mm Long at 375 mm Centers

KEYWAY DIMENSIONS

Keyway Type	Pavement Thickness	(A)	(B)
Standard	200 mm or greater	45	70
Narrow	Less than 200 mm	25	50



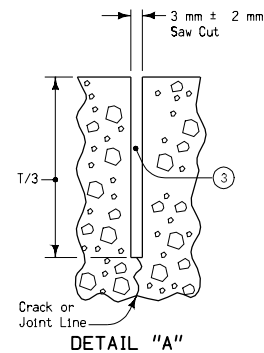
**'L-1', 'L-2' and 'L-3'**

Where T is Less Than 200 mm

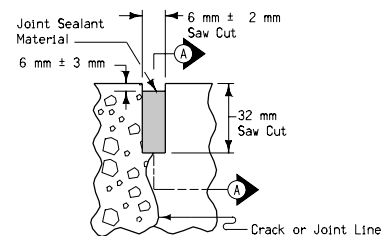
See Note ⑤ 'L-1'  
900 mm Long at 600 mm Centers

Where T is 200 mm or more  
See Note ⑤ 'L-2'  
900 mm Long at 750 mm Centers

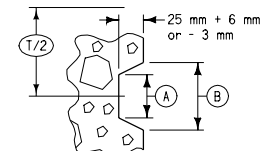
See Note ⑤ 'L-3'  
900 mm Long at 375 mm Centers



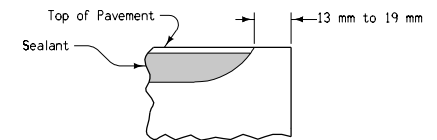
DETAIL "A"



DETAIL "B"

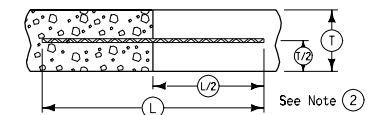


DETAIL "C"



SECTION A-A  
Detail at Edge of Pavement

- ① Bar supports may be necessary for fixed form paving to insure the bar remains in a horizontal position in the plastic concrete.
- ② When tying into old pavement, (T) represents the depth of sound Portland Cement Concrete.
- ③ Sealant or cleaning not required.
- ④ Sawing or sealing of joint not required.
- ⑤ The following joints are interchangeable, subject to the pouring sequence:  
'BT-1', 'L-1' and 'KT-1'  
'KT-2' and 'L-2'  
'KT-3' and 'L-3'



TYPICAL TIE BAR PLACEMENT  
Applies to all joints unless otherwise detailed.

All dimensions given in millimeters unless noted.

METRIC VERSION	Iowa Department of Transportation Highway Division	
	STANDARD ROAD PLAN RH-51	
	REVISION: Add KS-1 and KS-2 for bridge approaches. Revise circle notes and spacing on BT-5 and KT-1.	REVISION NO. 17
	APPROVED BY: <i>William J. Sten</i> DESIGN METHODS ENGINEER	REVISION DATE 04-20-04
	JOINTS (LONGITUDINAL CONTRACTION)	